(b) The Court of Inquiry headed by Mr. Justice R. C. Lahoti has informed that the black boxes (Cockpit Voice Recorders and digital Flight Data Recorders) of the two aircraft involved in the accident, have been decoded and the data is being analysed.

Profit and loss incurred by Indian Airlines besides depreciation

1643. SHRIMATI VEENA VERMA:
SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the profit or loss incurred by Indian Airlines besides depreciation from 1986-87 to 1995-96; and the extent of depreciation incurred during the period; and

(b) how far the improvement in profit and loss account is attributable to transfer of old and outdated aircraft with heavy cost of maintenance to Alliance Airlines?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI CM. IBRAHIM): (a) The details of profit/loss incurred by Indian Airlines besides depreciation during the year 1986-87 to 1995-96 are annexed as statement, *(see* below)

(b) The main objective of transfer of Indian Airlines Boeing 737 aircraft to Alliance Air was to increase utilisation of the total fleet comprising of A-300, A-320 and Boeing — 737. In fact, the average utlisation of Boeing 737 has gone up from 1629 hrs. per aircraft per annum in 1995-96 to around 2700 hours per aircraft per annum in the current Winter Schedule. This is expected to outweigh the increased maintenance cost of aircraft.

Statement

Details of profits/loss incurred by Indian Airlines during 19S6-S7 to 1995-96

(Rs. in crores)

Year	Net profit/(loss) besides Depreciation (before tax)	Net profit/(loss) besides Depreciation (after tax)	Depreciation	Net profit/(loss) (before tax)	Net profit/(loss) (after tax)
1986-87	107.82	82.82	44.08	63.74	38.74
1987-88	121.56	76.06	45.96	75.60	30.10
1988-89	82.91	57.50	46.83	36.08	10.67
1989-90	59.72	59.52	74.76	(15.04)	(15.24)
1990-91	63.80	63.60	128.19	(64.39)	(64.59)
1991-92	(18.75)	(18.95)	179.90	(198.65)	(198.85)
1992-93	(0.26)	(0.31)	194.85	(195.11)	(195.16)
1993-94	1.54	1.54	260.00	(258.46)	(258.46)
1994-95	35.12	35.12	223.85	(188.73)	(188.73)
1995-96	137.65	137.65	247.63	(109.98)	(109.98)

Merger of Indian Airlines and Air India

1644. SHRI YERRA NARAYANASWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is a proposal to merge Indian Airlines and Air India;

(b) if so, the details thereof;

(c) whether any study has been done of the potential of such merger;